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ZIS TO BUILD COMPRESSED-GAS CARS;
NEW DISTRIBUTOR FITS ANY MODEL

USE NEW EQUIPMENT IN BEATING PLAN -- Sovetskaya Moldaviya, No 2, 3 Jan 50

The Moscow Automobile Plant imeni Stalin reached its 1950 production quota by 19 December, and above-plan trucks are rolling off the lines daily. During 1949, the production of all-metal cabs for ZIS-150 and ZIS-151 trucks was fully developed and much new, heavy-duty equipment was used, including complex machine tools. Forging and press units used were designed and built at the plant.

Moskovskiy Bol'shevik, No 287, 7 Dec 49

The Moscow Automobile Plant imeni Stalin has pledged to begin series production of compressed-gas vehicles; to convert completely to the use of sectional hob cutters; to put into operation two lines for the production of gear wheels by means of two spindle gear-milling machines; and to start working on a new high-duty machine tool, made within the plant, for cutting helical gears.

Pravda, No 314, 10 Nov 49

At the Moscow Automobile Plant imeni Stalin, the welding chamber of the heating furnace has been enlarged. As a result the daily production of front axles has risen from 125 to 225, and at times, to 370.

Moskovskiy Bol'shevik, No 273, 20 Nov 49

The Moscow Automobile Plant imeni Stalin celebrated the October anniversary by rolling off the first batch of the powerful new ZIS-150 trucks.

PLANT ENLARGES WELFARE FACILITIES -- Moskovskiy Bol'shevik, No 273, 20 Nov 49

Since 1930, the Moscow Automobile Plant imeni Stalin has built 179 houses with a total space of 130,000 cubic meters for its workers. It possesses

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nine specially equipped children's nurseries which accommodate 1,080 children. It has a children's town and country school outside Moscow, where 2,200 pioneers and school children spend their vacations every year. It also has 24 sport sections which gives training to 4,500 physical culture devotees. At the beginning of 1946, the plant opened a seashore sanatorium in the Riga area. In 9 months of 1949, a total of 3,120 workers spent their vacations in the plant's resorts, sanatoria, and rest homes. It has a communal food supplies combine, 20 dining-rooms, and more than 40 buffets capable of feeding 5,500 persons.

There is a wide network of schools in the plant. The automobile mechanics' technical school has 1,340 students; the Metallurgical Industries Institute is training 178 workers in engineering; 917 persons of both sexes are attending evening schools for young workers and foreign language courses.

The medical department renders every kind of assistance to the workers. It has a polyclinic, 15 shop dispensaries, and 3 hygiene rooms for women.

TO PRODUCE NEW MOTORCYCLE -- Trud, No 306, 28 Dec 49

The Moscow Motorcycle Plant is switching to the output of a new machine with telescopic fork. The first models have been manufactured. They are considerably lighter and are more durable.

All shops are planning to increase production considerably during the coming year with existing equipment and production space.

The tool shop is presently making dies, attachments, and cutting and measuring tools intended for manufacturing the modernized machine.

At the foundry, switching to pressure casting is being completed. New equipment is being installed.

AUTO PLANT DESIGNS NEW PARTS -- Vechernyaya Moskva, No 304, 26 Dec 49

The Moscow Automobile and Tractor Electrical Equipment Plant No 2 (ATE-2) has designed a new distributor that is simpler in construction and has smaller dimensions than present-day models; it can be fitted on all types of automobiles. The distributor will go into production in 1950.

For the first time, the plant has begun to produce spark plugs for the ZIS-110 automobiles. In the future, it will turn out spark plugs for many other types of cars. It will also begin production of two-spark magnetos in the coming year.

Another innovation is the design of a hermetically sealed condenser, which will raise the reliability of electrical equipment in automobiles.

NEW FORK LIFT PASSES TEST -- Makhanizatsiya Trudoyemkikh i Tyazhelykh Rabot, No 1, Jan 50

An experimental model of the new Type 4001 fork lift, built by the Moscow Loading-Machine Experimental Plant, Ministry of the Automobile and Tractor Industry, has successfully passed tests and has been recommended for series production.

The machine, powered by a GAZ-51 motor, is equipped with ZIS-150 transmission, drive-shaft, and steering column. There are three forward speeds, two reverse; maximum speed is 35 kilometers per hour. The wheel base is 2,720 millimeters, width 2,300 millimeters. A sheet steel body protects the machinery from dirt and dust, and a reinforced cab-top protects the operator.

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The lifting frame is constructed from two standard girders. A single hydraulic cylinder raises and lowers either a fork or a boom-assembly along this frame, depending on the goods being handled. The fork can be raised 4 meters with a 5-ton load, while the boom can raise 2.5 tons to a height of 5.3 meters. A derrick attachment, with cable running from a drum and through fair leads, can raise a load of 2.5 tons 9 meters. Lifting speed with fork or boom is 8.5 meters per minute; with derrick, 17 meters per minute.

The hydraulic system which operates the lifting cylinder uses spindle-oil and is run by two pumps connected to the motor. Two other hydraulic cylinders tilt the lifting frame forward and backward, while a fourth powers the steering mechanism.

PLANT PRODUCING AUTO SPARE PARTS -- Vechernyaya Moskva, No 17, 20 Jan 50

In former years, the Moscow Plant imeni Budennyi produced only tractor parts; now, it is also producing spare parts for automobiles.

AUTO PLANT GETS NEW MACHINE TOOLS -- Sovetskaya Latvya, No 308, 31 Dec 49

The first shipment of the new Type 37-40 surface grinders, made at the Moscow Grinding Machine Plant, has been set up in the Gor'kiy Automobile Plant imeni Molotov. The new machines have considerably boosted the output of automobile parts.

PLANT INSTALLS NEW FURNACES, PRESSES -- Vechernyaya Moskva, No 291, 10 Dec 49

Present metal-smelting furnaces in the Moscow Low-Power Automobile Plant are rapidly being replaced by high-frequency and induction furnaces. Forge hammers are being replaced by mechanical press forges, which will raise productivity 2-3 times.

LAGGING SUPPLY SLOWS AUTO OUTPUT -- Pravda, No 3, 3 Jan 50

The Gor'kiy Automobile Plant imeni Molotov has been steadily increasing its production, with the output of Pobedas going up 30 percent.

Further progress, however, has been hindered by the failure of the "Krasnaya Etna" Plant to supply parts going into the assembly of the machines. The morning shift has not been able to assemble a single Pobeda, as the corresponding shift at the "Krasnaya Etna" has not furnished the parts; not a single spring, for example, has been received before 1600 hours.

The main GAZ-51 assembly line has on occasion stood idle at least 2 hours because "Krasnaya Etna" did not send over the required nuts and bolts until evening.

The repeated calls of the dispatcher at the auto plant have resulted only in promises for improved production from the "Krasnaya Etna" Plant. The indifference of the city and general Party committees to this condition is surprising.

TO PRODUCE ABOVE PLAN -- Bakinskiy Rabochiy, No 239, 7 Dec 49

The Gor'kiy Automobile Plant imeni Molotov has undertaken to produce 500 passenger cars above the year plan.

Pravda Ukrainy, No 13, 15 Jan 50

The Gor'kiy Automobile Plant imeni Molotov is now turning out the Pobeda cars with the gear shift on the steering wheel.

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PLANS OUTPUT OF NEW ITEMS -- Krasnaya Zvezda, No 12, 14 Jan 50

The Gor'kiy Bus Plant has pledged for achievement by 12 March: to design and build the first model of a new-type bus, and to set up lines for production of basic units and parts for a coach-type bus.

DOUBLES BIKE OUTPUT WITH AID OF TINY DEVICE -- Trud, No 251, 22 Oct 49

A small electrical instrument has been set up on a work bench of the Khar'kov Bicycle Plant. When metal is placed near it, the device indicates the quality of the steel, its temperature, thickness of cementation, and other characteristics. It has eliminated flaws in heat treatment of metal rods, speeding up the output of bicycles two times.

New dies developed in the experimental shop permit a change from the old method of hot working to forming in the manufacture of the handlebar head-stock. This shortens the completion time per bicycle by 10 minutes and should save about 100,000 rubles a year.

Other new devices and methods introduced have saved the plant over one million rubles per year.

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